

IN THE CLAIMS:

Please amend claims 11, 12, 14-18, and 34 as indicated below.

A listing of the status of all claims 1-38 in the present patent application is provided below.

1-10 (Cancelled).

11 (Currently Amended). A vehicle ~~converted for~~ configured to allow improved ~~enabling or improving~~ accessibility to the vehicle, wherein ~~the vehicle is converted by fitment of a conversion assembly comprising substitute rear suspension fixed to a chassis structure of the vehicle in place of original rear suspension mountings that are removed from the chassis structure to facilitate lowering of a portion of a floorpan of the vehicle lowered directly between the substitute rear suspension~~ the vehicle comprising:

a chassis structure configured to separately support either a rear beam axle suspension or an independent rear trailing arm suspension;

a substitute rear suspension mounted to the chassis structure in place of an original rear suspension, the original rear suspension being a rear beam axle suspension, the substitute rear suspension being an independent rear trailing

arm suspension having independent rear trailing arm suspension components mounted to opposite sides of the chassis structure; and;

a floorpan supported by the chassis structure, the floorpan having a lowered portion located directly between the independent rear trailing arm suspension components and extending forwardly from a rear entrance of the vehicle.

12 (Currently Amended). The vehicle as claimed in claim 11, wherein ~~the conversion assembly is such that~~ the lowered portion of the floorpan ~~floorplan~~ extends forwardly from a rear entrance of the vehicle such that a wheelchair is able to be driven from the rear entrance to a driver's position to enable the occupant of the wheelchair to drive the vehicle from the wheelchair.

13 (Previously Presented). The vehicle as claimed in claim 11, wherein the vehicle has wheelchair accessibility to the rear of the vehicle through a doorway at the rear of the vehicle.

14 (Currently Amended). The vehicle as claimed in claim 11, wherein the chassis structure comprises an original chassis structure and an additional chassis structure mounted to the original chassis structure, wherein the additional chassis structure directly supports the lowered portion of the floorpan.

~~substitute rear suspension are independent rear suspension mountings that are fixed to the chassis structure of the vehicle in place of original rear suspension mountings~~

15 (Currently Amended). The vehicle as claimed in claim 11, wherein the lowered portion of the floorpan ~~floorplan~~ is at least 760mm wide between rear wheels of the vehicle.

16 (Currently Amended). The vehicle as claimed in claim 15, wherein the lowered portion of the floorpan ~~floorplan~~ is at least 840mm wide between rear wheels of the vehicle.

17 (Currently Amended). The vehicle as claimed in claim 16, wherein the lowered portion of the floorpan ~~floorplan~~ is 850mm wide between rear wheels of the vehicle.

18 (Currently Amended). The vehicle as claimed in claim 11, wherein the lowered portion of the floorpan ~~floorplan~~ is substantially flat.

19 (Previously Presented). The vehicle as claimed in claim 11, wherein the vehicle is provided with a restraining belt, the restraining belt being anchored to the vehicle at either side of a space in which a wheelchair is to be located during driving of

the vehicle, for restraining the occupant of the wheelchair.

20 (Previously Presented). The vehicle as claimed in claim 19, wherein the belt is anchored to the vehicle on one side of the space in which the wheelchair is to be located during driving of the vehicle, by way of a belt mounting frame fixed to the structure of the vehicle.

21 (Previously Presented). The vehicle as claimed in claim 11, wherein the vehicle is provided with locking restraints for locking a wheelchair in place during driving of the vehicle.

22-33 (Cancelled).

34 (Currently Amended). The vehicle as claimed in claim 11, wherein ~~each—of~~ the substitute rear suspension ~~mountings~~ includes:

an independent rear trailing arm suspension component comprising an elongated arm having a pivotal coupling at a front end thereof for enabling the elongated arm to pivot with respect to the chassis structure of the vehicle about an axis substantially transverse to a longitudinal axis of the elongated arm;

a wheel mounting for mounting a wheel of the vehicle

longitudinally spaced from an axis of rotation of the elongated arm;

a spring mounting for mounting a spring between the elongated arm and the chassis structure of the vehicle; and

a shock absorber mounting for mounting a shock absorber between the elongated arm and the chassis structure of the vehicle.

35 (Previously Presented). The vehicle as claimed in claim 34, wherein the pivotal coupling comprises a bearing arrangement at the front end of the elongated arm.

36 (Previously Presented). The vehicle as claimed in claim 34, wherein the shock absorber mounting comprises a shock absorber mounting bracket at a rear end of the elongated arm.

37 (Previously Presented). The vehicle as claimed in claim 34, wherein the spring comprises one of a coil spring and an air spring, and wherein the spring mounting comprises a seating in an upper surface of the elongated arm for receiving a lower end of the one of the coil spring and the air spring.

38 (Previously Presented). The vehicle as claimed in claim 34, wherein the wheel mounting comprises a wheel mounting bracket

mounted to an outer side of the elongated arm.